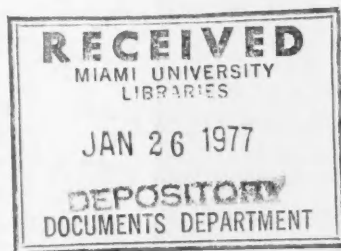


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RIVER CURRENTS

Vol. XXX No. 2





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CGRD Chattanooga

Meets Public

Recruiting and various public affairs activities have placed the USCG in the forefront in Chattanooga this year. Conducting these activities has been reserve recruiter HM1 J. W. Shull, ex-Navy corpsman with Vietnam combat experience. Recently given a letter of appreciation for exceptional performance of duty from CDR P. L. Adair, HM1 Shull has presented programs in the Chattanooga area as follows:

March 1976 Spoke in a 16 minute radio interview on station WDEF discussing the local CGR unit. Appeared on a 20 minute television talk show on station WDEF discussing the USCG.

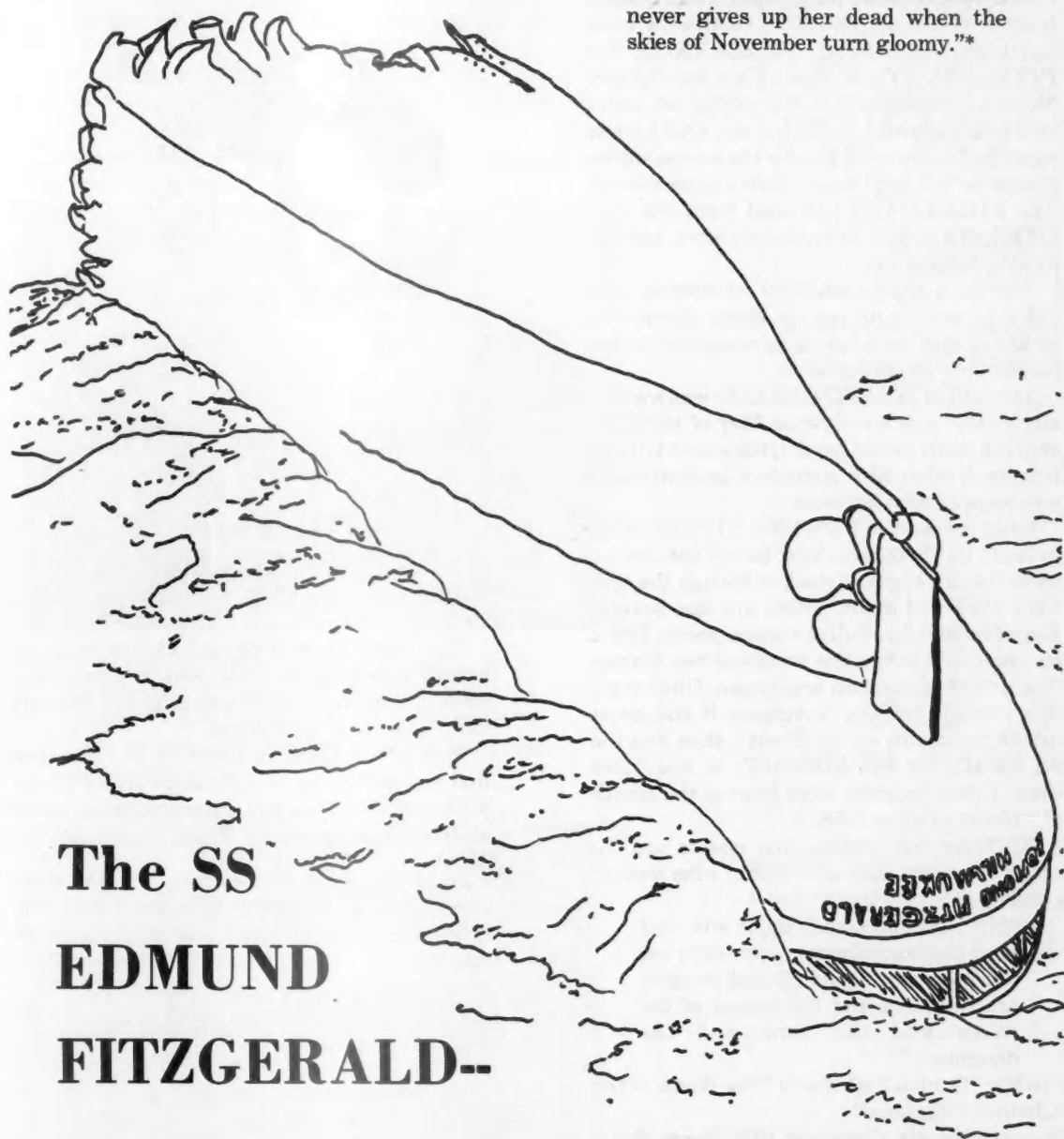
April, May 1976 Taught series of first-aid courses to Boy Scout Troop #106 Fairview, Ga.

June 1976 Presented "USCG-The Lifesavers" to Battlefield SERTOMA Club, Rossville, Ga., attended by 36 businessmen.

August 1976 Presented speech to Downtown SERTOMA Club, Chattanooga, about the CGR unit, attended by 75 professional and businessmen.

A detachment of CGRU Knoxville, CGRD Chattanooga is 25 members strong. New members are being enlisted on a regular basis. The unit meets at CG Depot Chattanooga, home port of the CGC OUACHITA. Involved in AtoN, MSO, and boating safety activities on the Tennessee River and Chickamauga Lake area, the detachment is scheduled to receive a new 17' boat early next year.

"The legend lives on from the Chipewa on down of the big lake they call Gitchee Gumee. The lake it is said never gives up her dead when the skies of November turn gloomy."*



The SS EDMUND FITZGERALD--

She lies on the bottom of Lake Superior

by SN MICHAEL A. WALLER

On the evening of November 10, 1975, Lake Superior was in the grip of a storm of hurricane proportions. Seventy-five mile per hour winds tore at the lake, whipping its surface into a froth of thirty-foot waves. Visibility was near-zero. It was the worst storm in over thirty five years.

In the midst of the fury, the SS EDMUND FITZGERALD, a 730-foot ore-carrier, struggled to reach the shelter of Whitefish Bay, only fifteen miles to the southeast. The FITZGERALD departed Superior, Wisconsin bound for Cleveland, Ohio carrying 26,000 tons of iron ore and 29 men.

Not far behind, another ship, the **ARTHUR M. ANDERSON**, was also fighting the storm. Shortly before seven p.m., Captain J.B. Cooper, master of the **ANDERSON**, received a radio call from the **EDMUND FITZGERALD**. The **FITZGERALD**'s skipper, Captain Ernest McSorley, reported his ship taking on water and listing slightly. McSorley said that he was sure his pumps could handle the excess water. It was the last word heard from anyone aboard. The **FITZGERALD** vanished from the **ANDERSON**'s radar screen shortly after, without even a distress call.

The Coast Guard searched for several days, aided by merchant vessels. Some debris was picked up and two oil slicks were spotted, but no bodies were ever recovered.

The hull of the **FITZGERALD** was eventually located and surveyed in May of 1976. The ship is broken in two parts lying about 170 feet from each other with mounds of unidentifiable wreckage strewn between.

What caused the **EDMUND FITZGERALD** to break up? Photographs of her on the bottom show twisted edges of steel, as though the ship were wrenched apart. There are also several jagged holes in her hull at various points. It will be some time before the results of the Marine Board of Investigation are known. Until then, this much is certain: November is the worst month for storms on the Great Lakes, and the **SS EDMUND FITZGERALD** is the third Great Lakes freighter to go down in the month of November since 1958.

Whatever the reasons, the results are the same: a broken ship and twenty nine watery graves.

"She may have split up or she may have capsized; She may have dove low and took water. And all that remains are the faces and the names of the wives and the sons and the daughters."*

Credits: *Gordon Lightfoot's "The Wreck of the Edmund Fitzgerald"

Reprise Records, Copyright 1976 Moose Music Ltd.



Someone you know...

By SS2 Scott P. MacMillen

The Coast Guard Drug and Alcohol program is now educating all personnel in identifying alcohol and drug abusers and referring them to various forms of treatment.

Most of you know an alcoholic. Did you ever find yourself trying to rationalize or justify his drinking? If so, then you are contributing to his alcoholism as surely as if you bought him a drink.

As a supervisor or co-worker you may often say: "He is a great worker, when he's sober." Or: "He'll straighten out when his family problems are over." Thinking such as this does absolutely nothing for the Coast Guard or the man.

Invariably, the alcohol or drug abuser will have endless excuses for his habit: bad nerves, his wife, his duty station. All the things that make up everyday living can become convenient excuses to go on drinking or using drugs. What is worse is that his supervisors and co-workers will often attempt to understand and sympathize with him. After all, who wouldn't drink with all those problems? Seldom do they realize that the dependency was probably there before the list of problems.

The alcoholic or drug-dependent person is *directly responsible* for any misconduct or misbehavior resulting from alcohol or drug abuse. Being drunk or high does not remove any of the responsibility. (Cont.)

You, the supervisor or co-worker, are also responsible for making the alcoholic or drug abuser aware of his behavior and its effect on others. By helping to identify the alcohol and drug abuser you will be benefiting not only the Coast Guard, but the individual as well.

We can no longer ignore the effects of alcohol and drug abuse.



MK1 WILLIAM J. HUNTER receives the Outstanding Achievement Award for CGRU St. Louis I. Pictured presenting the award is Mr. G. Duncan Bauman, publisher of the *St. Louis Globe-Democrat*.



BM1 RICHARD W. GOLDING receives the Outstanding Achievement Award for CGRU St. Louis II. Publisher G. Duncan Bauman presents the award.



Is College For You?

Is college for you? Perhaps all this talk about credit hours, majors and types of degrees has left you a little confused. Well, don't despair. Every college graduate has had to "learn the ropes" to get started.

A credit hour is something besides how long you have to pay off the loan company! In college lingo this means how many hours, per week, you will have to spend in class for one school term. Thus, a three semester hour course requires about three hours class time, per week, for about fifteen weeks. For a Bachelor of Arts Degree (about four years of study), most colleges require 120 to 130 hours of coursework. These averages vary somewhat from college to college and for different types of courses.

The 'Major'

A degree is the award you receive when you graduate from college. It means that you have completed a particular program of study, including a "major" in most instances. The major area usually represents a series of courses designed to provide you with an increased depth of knowledge in a certain field of study. Four year colleges award a Bachelor's Degree, usually called a BA or BS. Two year, or community colleges most commonly award an Associate of Arts or Applied Science (AA or AS) degree.

Most colleges have a number of admission requirements. A high school diploma or GED certificate is normally required for both two and four-year colleges. Most four-year colleges also require you to take a standard entrance examination such as the American College Testing Program Test (ACT) or the Scholastic Aptitude Test (SAT). However, the minimum scores required will vary widely from college to college. These two tests are given three to five times per year at numerous national testing sites.

Information on college entrance exams may be obtained from your education office. Admission policies of a specific college can be obtained by writing to the registrar of the college or by checking the college's bulletin or catalog. The education office maintains catalogs from selected colleges across the nation.

SOC Aids

In addition, the Servicemen's Opportunity Colleges (SOC) Program is designed to aid servicemen and women to obtain college degrees despite the inherent mobility of military life. The nearly 250 two- and four-year institutions which are now designated as Servicemen's Opportunity Colleges represent a network of schools across the United States and abroad which have recognized the needs of Servicemembers. The cooperation among these institutions, their similar policies on admissions, transfer and residence requirements, and their participation in an organized effort geared to opportunities for program completion represents an educational environment which understands and assists the mobile Servicemember.

A complete catalog of Servicemen's Opportunity Colleges and detailed information on the program may be obtained by writing:

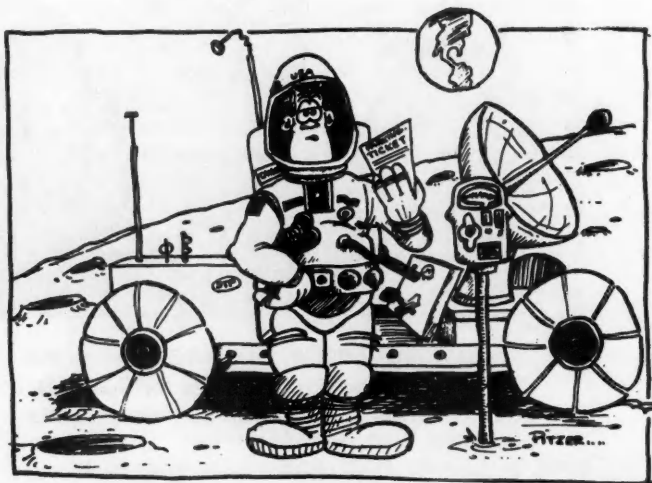
SOC/AASCU

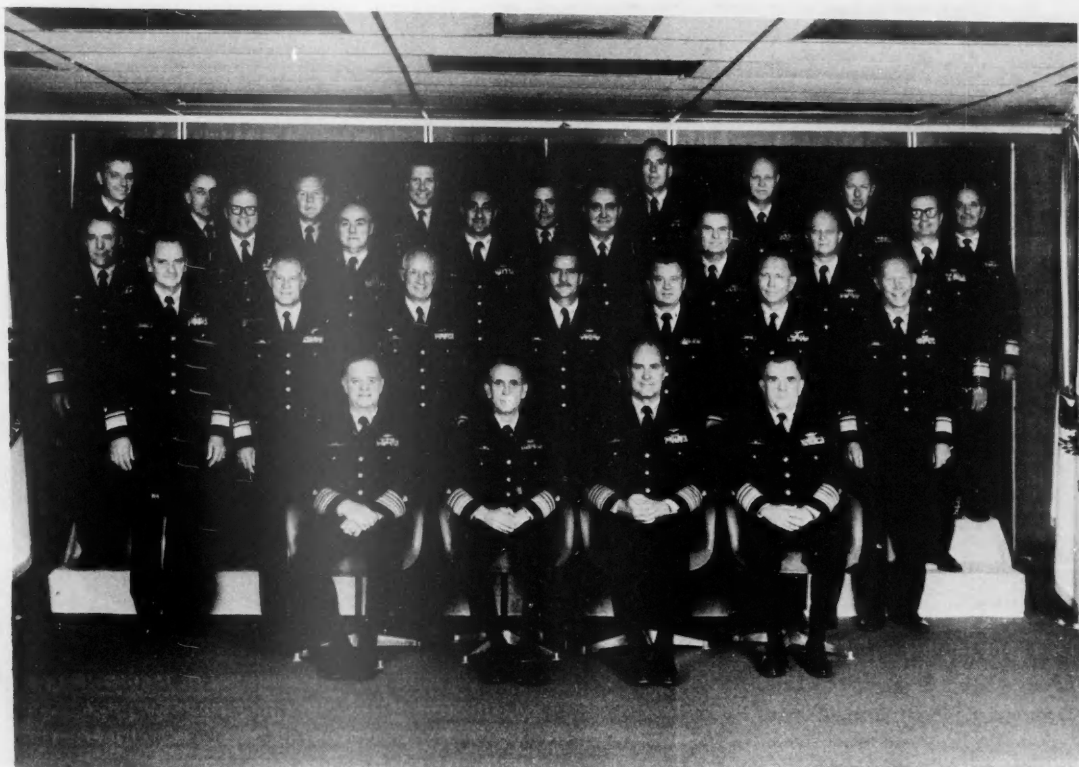
One DuPont Circle, Suite 700

Washington, D.C. 20036

You don't have to be brilliant to be in college. In fact, you may already have some college credit available from technical training you have received in the service. If you've been hesitating about getting into college studies, why not visit the Education Office and get all the facts to help you make that decision?

Is college for you?

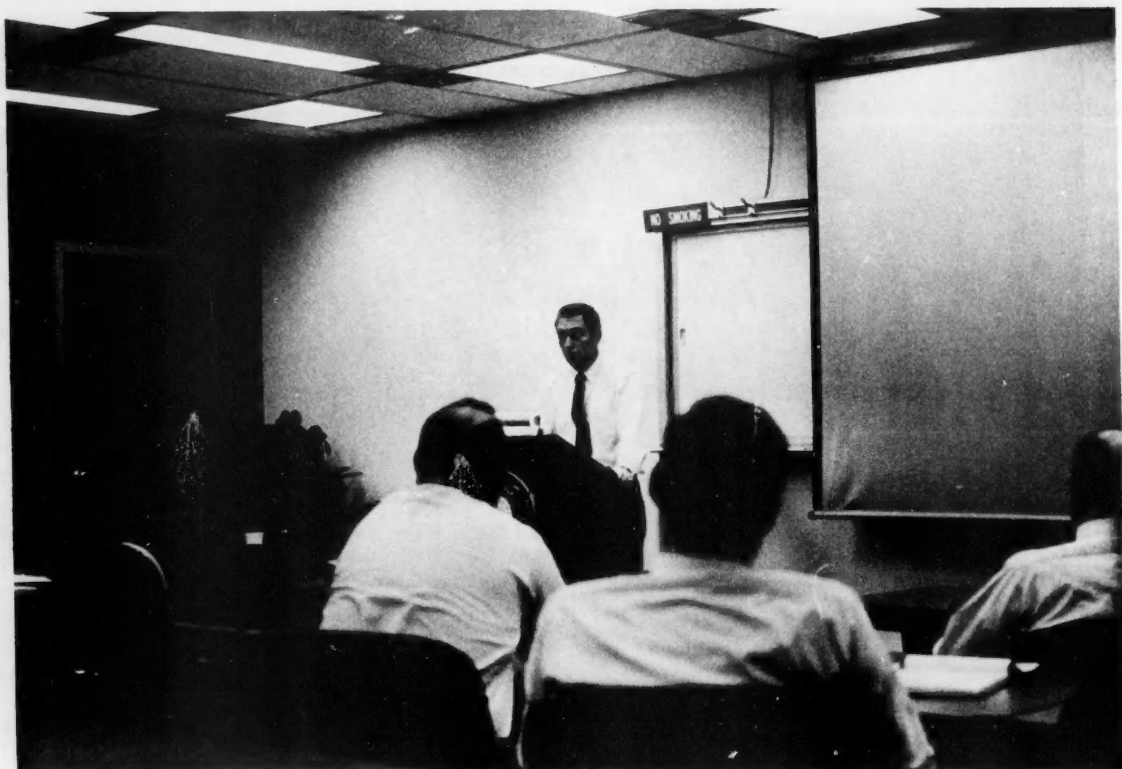




Commandant holds conference

1. ATTENDING THE DISTRICT COMMANDERS CONFERENCE were, from L to R: *Front row:* VADM Austin C. Wagner, COMPACAREA & CCGD12 San Francisco; VADM Ellis L. Perry, Vice Commandant; ADM Owen W. Siler, Commandant; VADM William F. Rea III, COMLANTAREA & CCGD3 New York; *Second row:* RADM Chester A. Richmond, CCGD13 Seattle; RADM William A. Jenkins, Superintendent, Academy; RADM James W. Moreau, CCGD14 Honolulu; RADM William M. Benkert, Chief, Office of Merchant Marine Safety; RADM William A. Cherry, USPHS, Chief, Office of Health Services; RADM Glenn O. Thompson, Chief, Office of Operations; RADM Julian E. Johansen, CCGD5 Portsmouth, Va.; *Third row:* RADM Abe H. Siemens, Chief, Office of Research & Development; RADM John B. Hayes,

CCGD17 Juneau, Alaska; RADM Robert H. Scarborough, Chief of Staff; RADM Robert I. Price, CCGD11 Long Beach; RADM Winford W. Barrow, CCGD8 New Orleans; RADM James P. Stewart, CCGD One Boston; RADM G. H. Patrick Bursley, Chief Counsel; RADM Robert W. Durfey, CCGD7 Miami; *Back row:* RADM James S. Gracey, CCGD9 Cleveland; RADM Malcolm E. Clark, Chief, Office of Engineering; RADM Robert A. Duin, Comptroller; RADM David F. Lauth, Chief, Office of Boating Safety; RADM Sydney A. Wallace, Chief, Office of Public & International Affairs; RADM William S. Schwob, Chief, Office of Reserve; RADM Wayne E. Caldwell, CCGD2 St. Louis; RADM Charles E. Larkin, Chief, Office of Personnel; RADM Anthony F. Fugaro, Chief, Office of Marine Environmental Systems.



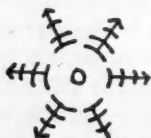
CDR Marcott visits District

CDR R.J. MARCOTT, CHIEF, Senior Petty Officers Leadership and Management School (SPOLAMS), Yorktown, Virginia gave a two hour presentation to the senior officers in the District Office. CDR Marcott explained the subjects

being taught at the school, and the goals for this and future leadership training throughout the Coast Guard. Also in attendance were the district group commanders, and the CO of BASE ST. LOUIS, and the CGC FOXGLOVE.

SYCAMORE crewman honored

Congratulations are in order for SS2 Quentin L. Stauffacher, of the CGC SYCAMORE. Stauffacher received a letter of appreciation for his work in getting the crew to vote. Eighty per cent of the crew and their dependents voted, a record that Stauffacher, as Voting Officer should be proud of.



CGRU Knoxville hosts orphans

To celebrate Coast Guard Day this August past, Coast Guard Reserve Unit Knoxville hosted a boat ride and picnic for all the orphanages in the Knoxville area. Local merchants contributed all the food, beverages, and shoreside games. The AN, MSO, and BOSDET augmentation teams shared in operating the boats. In addition, local Jaycettes as well as many unit members, gave of their time to ensure that these children enjoyed a memorable occasion. WATE-TV filmed parts of the happy event, which were shown on the evening news that weekend. * * *



“Hawaii Five-0” uses CG footage

Two Coast Guard reservists got a chance to put their talents to work for the producers of “Hawaii Five-0”, the CBS television series. LCDR Alan Young, commanding officer of the Twelfth Coast Guard District Reserve Public Affairs Unit, and PA1 Tom Clark, who owns a photographic studio in San Francisco, were given the job of providing CBS with motion picture footage of a Coast Guard C-130 in flight.

After arrangements were made with the Air

Station through the District Public Affairs Office, Young and Clark, armed with a shooting script and laden with camera gear joined two C-130's on a training flight off the Washington and Oregon coasts in late August.

Kneeling on the open cargo ramp of the first plane, PA1 Clark shot the footage, while LCDR Young directed the “actor” C-130 through various maneuvers, as outlined by the shooting script.

New MSO opens

As part of a reorganization plan recently approved by the Commandant of the Coast Guard, a new Marine Safety Office has been established in the Minneapolis/St. Paul area. The office in the Twin Cities opened simultaneously with the closing of the Dubuque, Iowa Marine Safety Office and Marine Safety Detachment in Minneapolis. A new Marine Safety Detachment in Davenport, Iowa has also been established.

The reorganization is necessary since marine industry concentrations and port activities upriver of St. Louis have shifted to the Twin Cities and Davenport area. The reorganization will provide better public service and closer

contact with the marine industry on the Upper Mississippi River and its tributaries.

The functions of the offices in Minneapolis/St. Paul and Davenport will be identical to those of the Dubuque office. These functions include vessel inspection and documentation, merchant marine personnel licensing and certification, port safety, marine environmental protection, and casualty investigation.

The Captain of the Port and Officer-in-Charge, Marine Inspection in the Minneapolis/St. Paul Office is Commander R.W. Lawrence. Lieutenant Jan TerVeen has been assigned as Supervisor of the Marine Safety Detachment in Davenport.

The Hand Salute



By I. H. HOREN

Have you ever wondered why you salute all those stars and bars?

Many romantic origins have been invented for the military hand salute. Dating back to the earliest times, the right (weapon) hand was raised as a greeting of friendship. Some suspect that the gesture meant that one wasn't going to use a rock or other more civilized weapon. It was required by courtesy that the inferior make the gesture first.

Hence, we see our first connection between this old gesture and our present salute.

Other myths include that it symbolizes the knight's gesture of raising his visor to reveal his identity as a courtesy to an approaching superior, or that it symbolizes a knight shielding his eyes from the radiant beauty of some

titled lady sitting in the bleachers of the tournament.

At one time the salute was rendered with both hands. Some old prints even portray left-handed salutes.

As a member of a military service, you are not only required to salute superiors in your service, but officers in any of the Armed Forces of the U.S. or friendly foreign governments. In addition, there are certain appointed or elected civilian members of our government who are honored in the same way.

Founded on custom and tradition, the hand salute is a mutual responsibility in which the junior initiates the act of courtesy. If you can't remember who, when, where, why, how or what to salute, an old adage has the answer, "when in doubt salute!"



St. Louis Reserve Unit 1 ...



A MEMBER OF CGRU St. Louis I Boating Safety Team uses a boarding inspection for face-to-face education. MK2 John F. Droppelman is the Boarding Officer shown.

Busy as ever



SOMETIMES MORE THAN THE Motor Boat Safety Act is enforced on the Mississippi River. Here four boys discovered in heavy traffic were towed in by the BOSDET team after having flipped their small sailboat several times. The BOSDET team is from CGRU St. Louis I.

District News

Don't make this mistake



If you are approaching retirement eligibility and trying to set a date to take the big step, be sure to check your pay status on the retirement date you select before taking final action. Longevity pay raises are set for service *over* so many years service (ie, over 20, over 22, etc.). A member recently retiring in the Second District faced this unusual situation. He had exactly 20 years, no months, and no days service on the scheduled date of retirement. This would have entitled him to retirement pay at only the "over 18" rate, not the "over 20" rate, even though he was eligible for retirement with 20 years. Fortunately, he was able to extend one more month and became eligible for retirement at the "over 20" rate.

A word from Legal

It's a good rule to avoid do-it-yourself wills. The time it takes to have an attorney property draft your will could save time and expense when the will is probated. Some people think wills are something only the wealthy need. Not so; anyone with property, and that includes married and single people, should have one. A will can save your spouse and children many estate problems. Your legal assistance office is available to help you with the preparation of your will.

You're Very Busy...

You're very busy and there's just no time to write. But your loved ones find time. When they don't hear from you they worry and then write to someone else to find out if you're okay. If you need any more reason to write, think of the embarrassment of having to give an official explanation of why you haven't taken a moment to drop a line to your family.



"I don't want you to cure my athlete's foot completely, Doc—it feels so good when I scratch!"

Editorial

What's YOUR Excuse?

By California Highway Patrolman Tom Ross

How much value do you place on your life and the lives of your loved ones? What precautions do you take to protect those lives?

Of those people that we come in contact with on enforcement stops and traffic accidents only about 15 per cent of them are wearing seat belts. What is wrong with the other 85 per cent? The answers we receive are: "I usually wear my seat belt but I forgot this time. I am only driving a short distance. I only wear them when we go on trips. I knew someone who was thrown clear of the traffic accident and if he had remained in the vehicle he would have been killed. If the vehicle catches on fire or goes into water I may not be able to get the seat belt off and I will become trapped in the vehicle and die."

Most people become involved in traffic collisions within seven miles of their residence. So the wearing of a seat belt on long trips is not the only time that seat belts are important.

If you are thrown out of a vehicle and survive to tell about it, you are truly an exception because most people are killed. If you are unrestrained in a vehicle that undergoes an impact severe enough to cause the vehicle to burst into flames, you will probably be knocked unconscious or become so dazed that you will not have the opportunity to try to get out of the vehicle. If your vehicle goes into the water, it will probably roll-over a few times first, or if not, impact with water can be quite severe and the same principle involved with vehicle fires will apply. Seat belts can fail to open if you have never taken the time to clean out the locking mechanism periodically. Dirt, sand and grit can get into the locking mechanism and pretty soon problems will develop.

Most professional drivers wear seat belts because they are well aware of the hazards of driving. They also know that it is a proven fact that seat belt useage does reduce injuries and saves lives.

Why not listen to those experts?

*

*

"In recognition of your faithful service..."



CWO4 MC COY IS CONGRATULATED by
RADM Caldwell in ceremonies held at Base St.
Louis.

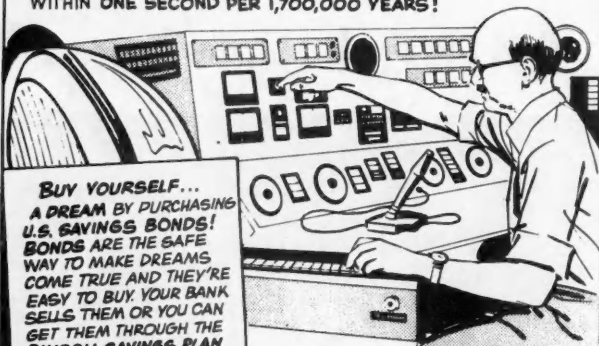


CWO3 LENTZ RECEIVES RETIREMENT
plaque from RADM W.E. Caldwell.

THAT'S A FACT

NOBODY'S PERFECT!

THE MOST ACCURATE TIME PIECES KNOWN TO MAN ARE THE MASERS IN THE U.S. NAVAL RESEARCH LAB IN WASHINGTON, D.C. THEY ARE ACCURATE WITHIN ONE SECOND PER 1,700,000 YEARS!



BUY YOURSELF... A DREAM BY PURCHASING U.S. SAVINGS BONDS! BONDS ARE THE SAFE WAY TO MAKE DREAMS COME TRUE AND THEY'RE EASY TO BUY. YOUR BANK SELLS THEM OR YOU CAN GET THEM THROUGH THE PAYROLL SAVINGS PLAN WHERE YOU WORK. WHY WAIT—BUILD A DREAM NOW!

☆☆☆☆☆☆

SLOW BURN! THERE IS EVIDENCE (BUT NO FINAL PROOF) THAT A CARBIDE FILAMENT BULB STILL IN USE IN THE FIRE DEPT., LIVERMORE, CAL., HAS BEEN BURNING SINCE 1906!



Think: SNOW!



"WHY COMMANDER SMITH, YOU SHOULD BE FILED UNDER 'S'!"

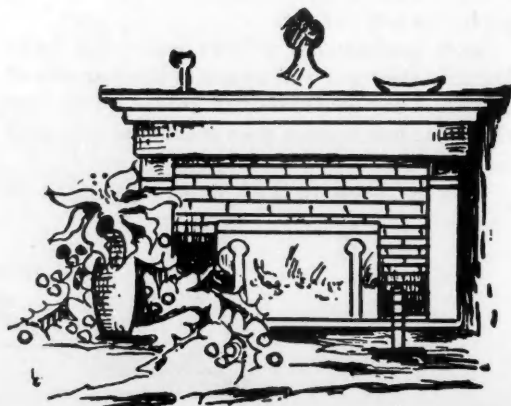
SNAFU



"CAN I MAKE A SUGGESTION?"



"WE APPRECIATE THE THOUGHT MURPHY— BUT IT'S LOUSY CAMOUFLAGE!"



Orders

	FROM	TO
BM3 R.P. FAIRCHILD	CGC SUMAC	CGC RARITAN
BMC W.T. O'TOOLE	CGC FIREBUSH	BOSDET FT. SMITH
DC3 M.W. WARCZAK	CGC CHEYENNE	CG BASE ST. LOUIS
FNMK P.D. GIARTH	RESTRACEN YORKTOWN	ANFAC MEMPHIS
MK3 J.J. LAND	RESTRACEN YORKTOWN	ANFAC MEMPHIS
FA D.G. CLARK	CCGD14	CCGD2
SN M.A. BURTON	CCGD14	CCGD2
BM3 H.L. BROWN	(DEPOT SHEFFIELD)	BOSDET FLORENCE
SA L. KASS	CCGD17	CCGD2
FA C. BINKLEY	CCGD17	CCGD2
MKC D.R. PHILLIPS	CGC DOGWOOD	CGC WHITE BUSH
MK1 J.J. TULL	STA ST JOSEPH	CGC DOGWOOD
SK3 M.P. STROM	CGC CHEYENNE	OCCGDTWO
SNSK W.G. POTTS	TRACEN PETALUMA	CGC CHEYENNE
SS1 H.F. DAVIS	CG LORSTA KWAJALEIN	BASE ST. LOUIS
BM3 R.W. FIELDING	CGC MUSKINGUM	STA CLEARWATER
RM2 M.E. RAYBOULD	STA ALEXANDRIA BAY	O'CCGDTWO
EM3 T. MAUSHARDT	CGC CLOVER	BASE ST LOUIS
DC2 W.E. SPARKS JR.	BASE ST LOUIS	SUPRTCEN KODIAK
HM2 R.E. SPENCER	O'CCGDTWO	CG ACADEMY
BM3 S.E. HALE	DEPOT PARIS	BOSTEAM ST LOUIS
SN T.J. BAYSTER	TUSLOG DET 52	CCGD2
SN D.O. DESADIER	CCGD2	TUSLOG DET 52
SA D.M. COLE	CCGD14	CCGD2
SN G.R. EVELER	CCGD17	CCGD2
SA J. MORNING	CCGD17	CCGD2
SA D. McNULTY	CCGD17	CCGD2
SN C.R. WIEBER	CGC DURABLE	CGC CHIPPEWA
YN3 T.E. BROWN	AIRSTA BORINQUEN PR	CGC FOXGLOVE
YN3 J.A. MCALLISTER	CGC FOXGLOVE	O'CCGDTWO
SK3 J.D. COX	TRACEN PETALUMA	CGC GASCONADE
SK3 S.S. WILLIAMS	TRACEN PETALUMA	ANFAC GREENVILLE
SS3 D.L. LUMADA	BASE TERMINAL ISLAND	ANFAC NATCHEZ
SNHM L.M. AMMERMAN	ACADEMY	O'CCGDTWO
	HM "A" SCHOOL	
SA B.G. CULP	CCGD14	CCGD2
SA D.A. COLLINS	GRU BOSTON	BOSDET FT SMITH



"Peace on Earth...



Good will toward men."

